

This is a new development and the Administration has created a task force of officers including the Inspector General of Police, Principal Chief Conservator of Forests, Director (Tribal Welfare), some local experts who are long

therefore tend to snatch articles. clear understanding of ownership and right to property, and those in the settlements. The Jarawas do not, as yet have demanded various household articles, arousing resentment among well away from the forest, usually at night and aggressively the Jarawas have also entered non-tribal settlements which are hostile but one of aggressive curiosity. On a few occasions tribal settlements on the periphery of the ATR have not been numbers at a time along the ATR. Their interaction with non- three to four months the Jarawas have been appearing in large runs along the periphery of the Jarawa reserve. In the last Organisation (Yatrik). For a distance of about 120 kms it completed in the late 1970s. It was built by the Border Road constructed one, and was actually commenced in the 1960s and middle from North Andaman Island. This road is not a recently Baratang from Middle Andaman, and Austin Strait separating South Andaman from Baratang Island, Humfray Strait separating between the road is cut by the Middle Strait separating the and Diglipur in North Andaman, a distance of about 350 kms. In between Chidyatapu, the southernmost point in South Andaman, Baratang Island in the Middle Andaman group, Middle Andaman Islands (the ATR which runs along the length of South Andaman, Andaman Trunk Road (ATR) in South and Middle Andaman

15/11/74